

JAPAN MAKES GAINS AND HAWAII LOSES BY SHIPPING LAW

Editor of Advertiser Tells New York Herald Situation in Pacific Is Deplorable

AMERICANS GET WORST OF MARITIME SITUATION

Encounter Discriminative Laws and Are Blocked When Seeking To Travel From Territory

The shipping situation on the Pacific is steadily growing from bad to worse, with the Japanese ship owners being handed over, with the compliments of the United States, all that Americans have been able to secure in the Orient from the days of Commodore Perry until the enactment of the La Follette Shipping bill.

This is the opinion of Rodrick O. Matheson, editor of the Advertiser, given to the New York Herald on July 22, while Mr. Matheson was visiting in New York City. Continuing the Honolulu said:

"With the exception of the shipping in the Hawaiian sugar trade, which itself would have been seriously crippled if not wiped out by the Wilson administration had it not been for the war, there are only three American ships left in the trans-Pacific trade. Coastwise Laws Prevail

The ships in the Hawaiian trade are protected by the provision of the coastwise shipping bill which restricts trading between American ports to ships of American registry. Otherwise, even the Hawaiian trade, which supports the Matson Navigation Company and the American-Hawaiian Steamship Company, would be left in the hands of the Japanese and Chinese.

"While the coastwise law, which has been in force for more than a hundred years and for which no thanks are due to the present administration, has preserved a portion of the American merchant marine on the Pacific from extinction, it is operating to the very serious disadvantage of Hawaii in one important respect. It is restricting the passenger traffic between the Pacific coast and the Hawaiian Islands, the law which prohibits the transportation of freights also prohibiting the carrying of passengers between Honolulu and the American ports of San Francisco, Seattle and San Pedro.

Serious Loss To Hawaii

"As the liners which the La Follette act has driven out of the Pacific trade were among the first class passenger ships of the flag, including the Korean, the Chinese and the Japanese, the Pacific Mail, and the ships which the coastwise law has enabled to live are essentially freighters, with either limited passenger accommodation or none at all, the loss of the services of the Pacific mailers is serious to Hawaii.

"There are sufficient passenger liners under the British flag making Honolulu a part of their routes, and sufficient liners under the Japanese and Chinese flags to carry passengers to either the Orient, Mexico or South America from Honolulu. Americans in the Hawaiian Islands may travel with difficulty to Australia or New Zealand ports. But when Americans in the American Territory of Hawaii desire to travel to the Pacific ports of their own country they encounter both legal objections and a famine in American bottoms.

"It is a restriction on travel under which no other section of the United States suffers a restriction which makes the status of Hawaii as an integral portion of the United States a handicap under which the dependencies of Puerto Rico and the Philippine Islands are not limited.

"The Matson Navigation Company now operates four regular steamers in the San Francisco-Honolulu trade, but the best of these steamers carries fewer than three hundred passengers, with indifferent accommodations, and one, the Lurline, can carry only fifty passengers, and under conditions that only those who must travel on sugar freighters primarily, the passenger accommodations being the best under the circumstances. The American Hawaii line, the only other line in the regular Hawaiian service, carries no passengers at all.

In Favor With Public

"The Oceanic operates three liners in the Australian service via Honolulu. These ships are first class passenger ships and in favor with the public, but unobscured as the line from Honolulu is the 'short haul' compared with the run to Australia, the preference is given to the American line by passengers for Australia. Honolulu passengers take the Oceanic.

"Thus the effect of the La Follette law in driving the American flag from the Orient, coupled with the travel restrictions of the coastwise law, places the Wilson administration in the position of having first placed sugar on the fence and leaving Hawaii to the brink of bankruptcy, being saved from the plunge only by the war necessity for revenue and the repeal of the free sugar clause of the tariff act, and then of leaving unamended old legislation such that the Americans of Hawaii are seriously hampered in traveling within their own country, and Americans of other lands are almost any spot on the globe with less trouble than they can find in the American Territory of Hawaii.

"However, influence of the Hawaiian flag is being effected the election of Mr. Hughes certainly will be a boon to the almost summary about the only Democrats left in Ha-

RATES ON LUMBER TO ISLANDS JUMP

Now Seventeen Dollars and Fifty Cents, Having Been Seventeen; Others Firm

Predictions that rates on lumber from the North Pacific, principally Gray's Harbor and Puget Sound, to Honolulu would drop soon have been poor. Lumber and shipping men have looked for a decrease.

What the War Did

Instead of dropping they have risen. The latest bulletin of the Shipowners' Association, dated July 29, received here yesterday morning shows that rates have climbed from seventeen dollars a thousand to the islands to seventeen dollars and fifty cents. They went to seventeen dollars June 10. They were sixteen dollars May 6, thirteen dollars April 15, twelve dollars March 25, ten dollars March 11, nine dollars November 13, 1915, eight dollars and fifty cents October 2, nine dollars and fifty cents and ten dollars August 20, a decline having taken place then. Previous to the war rates were seven dollars. On the outbreak of war they dropped to five dollars and fifty cents.

Valparaiso and Callao Up

Valparaiso and Callao have risen from thirty-one dollars to thirty-two dollars and fifty cents. Cape Town and other South African ports remain at 300 shillings. Australia is 122 shillings, sixpence, except Melbourne and Adelaide, which are 135. Those are Adelaide, California remains at six and seven dollars, except from Mendocino to San Francisco, which has advanced from two dollars and seventy-five cents to three dollars, and Mendocino to Southern California, from three dollars and fifty cents to four dollars.

AD CLUB TO GIVE BIG SHOW IN HILO

People of Crescent City Intend To Make Things Mighty Pleasant For Honoluluans

The Ad club has some great things up its sleeve for the county fair and civic convention week in Hilo next month. Just what they are is going to be held a very close secret until the time comes to surprise the people of the Big Island city, and the darker the secret the greater the surprise. The club is not revealing anything but to say that there will be four hours of the program.

All this and a lot more was thrashed out at a dinner given by the club on the sixth floor of the Alexander Young Hotel last night, with Wallace K. Farrington, president of the club, in the chair. For the first time the club let down the bars, and the women friends and relatives of the members were very much in evidence. The music committee had made arrangements for a most successful program, and when at the last moment it was found that what Mr. Farrington called the "wind piano" was not to be had, an emergency call was sent out with excellent results.

Dinner to Map Campaign

The dinner was given with the avowed object of mapping out a campaign for working up the Ad club show at Hilo on the Friday of civic convention week, but it was some little time before the meeting got down to this business, the reports of the membership and funds committees taking up the latter part of half an hour.

W. D. Vis-Norton, chairman of the executive committee of the Ad club, was finally called upon for his statement of the aims of the meeting. He pointed out the necessity for getting down to hard work at once, as the time is dwindling rapidly, and a great amount of work remains to be done if the club is to be properly represented at Hilo in September.

Mr. Vis-Norton outlined in detail the advantages of the trip to the Hilo civic convention, stating that the members of the Ad club will be the guests of Hilo in a trip along the Hawaiian coast and later to the Volcano of Kilauea. The speaker stated that the aim of the club is to give an entertainment that will surpass anything the Crescent City has ever seen, that the Second City will put it off to entertain the visiting delegates, and it is to be the purpose of the Honolulu visitors to put themselves on a little more, if possible, to enter into their hosts.

Colored Soldiers May Go

It is hoped that the band of the Fourth Infantry will be able to take the trip with the Admen in a body, and Mr. Vis-Norton stated that the Twenty-fifth Infantry can put on one of the best "shows" in the world. It will, therefore, be arranged if possible, for the soldiers to give a popular program as part of Honolulu's entertainment. The speaker concluded with a plea for all the points of the Ad club to hand their hearts to writing topical songs for the occasion of the big visit to the Hilo civic convention.

Mr. Vis-Norton was followed by J. Q. Cannon, acting manager of the Honolulu Gas Company, with a statement of what the music committee has accomplished in the way of handing out the talent of the club for the big show at Hilo. Other speakers followed Mr. Cannon including Carlos Torres and Ned Slattery.

Those who are to whom Washington has sent to the Islands to hold office and those few residents of Hawaii who continue to hope for office under this administration.

'DUKE OF HILO' TELLS SEATTLE ALL ABOUT IT

Henry J. Lyman Dishes Up Some Interesting Brain Product For Mainland Newspaper

HAWAIIANS ARE BACK OF HUGHES TO A MAN

But They Insist All Territorial Officials Should Be Residents of 'Peaceful Isles'

According to a recent issue of the Seattle Post-Intelligencer "Duke" Henry J. Lyman of Hilo did some talking when he was in the metropolis of the Island Empire. Here is the way the Seattle newspaper served to its readers what the "Duke of Hilo" had to say:

"Hughes, preparedness and bona fide resident officials, these are the three desires of the people of the Hawaiian Islands, says Duke Kaleiokalani, territorial delegate to the Republican national convention from Hawaii, who is a visitor in Seattle. Duke Kaleiokalani is here on his way home after a short visit in New York and a tour through Canada following the convention. Explaining the desires of the Hawaiians, the duke said that they would like to see Hughes elected because he is a strong man and furthermore a Republican; preparedness is wanted because the comparative isolation of Hawaii makes invasion easy; bona fide resident officials are most earnestly desired because the islanders are tired of carpet baggers.

"Both Prince K. Kalaninui, otherwise known as 'Prince Cupid,' and I voted for Hughes," said Duke Kaleiokalani, last night at the Butler.

"Hughes is the right man for the place, there is no doubt of that. We went to Chicago with one plank that we hoped to see inserted in the platform—resident qualification for all territorial appointive officials. Swamped With Carpet Baggers

"We want this because during the present administration we have been swamped with carpet baggers who had no real residence in Hawaii, but were planted there just before being appointed. A great many of our federal officials are of this sort and we would like a little home rule for a change. As far as preparedness is concerned, the Pacific Coast should help in that fight against our own fight for better protection. Anything that will make the islands more impenetrable will also be of value to the Pacific Coast. Personally, I am very much in favor of a larger army and navy. My family also believes in preparedness. I have three brothers who are graduates of West Point and my cousin is commander of cruiser St. Louis."

"Duke Kaleiokalani at Kapoho, near Hilo, and as the last three syllables of his name indicate, is of royal blood. His plantation home is interesting also from another viewpoint. Richard Watson Tully, author of the 'Bird of Paradise,' composed a great deal of the play while visiting the duke.

Scene Laid at Duke's Home

"The first scene of the 'Bird of Paradise' is laid on my place," he said. "Also Mr. Tully got a great deal of his Hawaiian music from residents of the district. He visited me several days getting local color and I visited with him a week in New York on this present trip."

"Duke Kaleiokalani uses the name 'Henry J. Lyman' when traveling and in business for reasons which he says are obvious.

"Although the last three syllables are a sign of rank, 'Kalaninui' meaning literally 'from heaven,' we are members of a great democracy now and a name as long as mine is too hard to pronounce."

"The planters of Hawaii have done well with sugar on account of war prices, says the duke, and through the planters' union in our own fight we have also shared in the improved conditions, a bonus being paid every man in proportion to the increased price of sugar. "Duke Kaleiokalani is a graduate of Oberlin college and of Cornell."

ACHY JOINTS FORETELL TROUBLE

Achy joints give warning of disturbances inside the body, just as they foretell bad weather.

Those stiff, crampy, swollen, painful joints tell of uric acid in the blood, of acidified kidneys that are not doing their duty.

For healthy kidneys filter the blood. They take out the uric acid and pass it out. Don't neglect weak kidneys and let uric acid flood the blood. It's dangerous. Out of slight kidney troubles, rheumatic pain, nervousness, headache, dizzy spells, heart trouble, dropsy, gravel stone and Bright's disease.

It's easy to give the kidneys help. Just use Doan's Backache Kidney Pills. They have helped thousands all over the world. Doan's are publicly praised everywhere, just as much in the Hawaiian Islands as anywhere.

"When Your Back Is Lame—Remember the Name." Don't simply ask for a kidney remedy, ask distinctly for Doan's Backache Kidney Pills and take other Doan's Backache Kidney Pills. They are sold by all druggists and are kept at 50c a box (six boxes \$2.50). They will be mailed on receipt of price.

The H. J. H. Co., agents for the Hawaiian Islands.

BOURBONS TO HOLD THEIR RALLY SOON

Professor Bryan Will Not Be Candidate This Year For Any Elective Office

The first Democratic demonstration in the forthcoming political campaign is set for Saturday evening, August 19, when all loyal Bourbons are expected to don their most impressive regalia and join in a big rally and ratification meeting at Ania Park. The date and preliminary arrangements were agreed upon at a meeting last night in the office of National Committeeman John H. Wilson.

At that session, held in Paunui street and presided over by Prof. W. A. Bryan, chairman of the territorial central committee, the following committee of five was appointed to assume charge of the rally, which will be the first gun of the primary campaign: H. Crabbe, chairman; J. H. Wilson and Frank Almeida.

One interesting feature of the meeting was Professor Bryan's announcement that he will not be in the lists as a candidate for any elective office this year, notwithstanding numerous reports to the contrary. One reason for the abstinance, he said, is that he is a territorial official, and as such cannot legally be a candidate.

The session was unqualifiedly harmonious; there can be no question on that point, despite the fact that one Hawaiian member late in the discussion arose and asserted the opinion that the territorial party is not harmonious. This individual offered a suggestion that the central committee seriously consider the condition of the party.

But he was laughed to scorn. M. C. Paheo sarcastically inquired whether the speaker would advise surgical treatment, while another Bourbon declared that the gentleman who had made the suggestion was himself out of order. The subject was permitted to rest at that point.

More Central Committeemen Chairman Bryan appointed eleven additional members to the central committee, representing the islands of Hawaii and Kauai, thus bringing the total number of committeemen to thirty, the figure required of each political party by law. The appointees are to be advised by mail. It is thought all will accept, and the complete list of committeemen will be announced a week or ten days hence.

Announcement also was made that the party organization in Oahu apparently is in good condition, considering the early season of the year, all save three precincts having their local organizations perfected and ready for business.

Seven Democrats announced their candidacy last night for nomination at the primaries. These are Frank Benavides, candidate for representative from the fifth district; W. P. St. Clair, Jesse Uluhi, A. P. Liliuokalani and C. A. Almeida, for representative from the fourth; W. E. Miles, for representative from the fifth, and Gabriel Kehawehaku, for senator.

Recently the Nile was reported sold to H. F. Carmichael of Hongkong, who was her ostensible owner for a time when she was under the Pacific Mail flag. He sold her to the Hongkong and Shanghai, but she is not being steered as yet. The vessel has not been steered since July 31, 1914.

That Capt. T. H. Dobson of the China had looked over three Austrian vessels in Shanghai was admitted by officers of the China, but they said that these ships, Silesia, Bohemia and China, were too slow; eleven and one-half miles an hour, and lacked speed, they appeared to be converted, that the China Mail would not purchase two of them. One officer said that there were no prospects of getting them until after the war, granted that the China Mail wished them.

The Nile is a vessel of 5888 tons gross, 335 net, 420 feet length, 52 beam and 33.5 depth of hold. She was built at Glasgow in 1893. Engines are two three-cylinder triple-expansion. Whether she will be transferred to American registry by the China Mail, whose other steamer, the China, is under that flag, she could not engage in trade between the islands and San Francisco, even if put under this flag, unless the shipping board decide that present facilities were inadequate. It is only under these circumstances that the new Pacific Mailers, Dutch-built, will be able to engage in coastwise trade.

Certain This Time There have been different reports of the China Mail buying vessels, and all have been discredited. The China Mail was organized a year ago to buy the Atlantic Transport, which had bought her of the Pacific Mail. China Mail stock is held extensively by Honolulu and San Francisco Chinese. The investment in the China has been a good one.

J. E. Farrell is the new chief steward of the China. He formerly was of the Matson steamer Manoa. George Barry is expected to be the new steward of the Manoa. That Hugh Moran, former steward of the China, would be in one of the new Pacific Mail other rumors were that Captain Nelson would have the Ecuador and that Captain Rice and Zeeder would have other vessels, but it also was stated that Captain Rice would not have one of them.

As passengers in the China, bound to the Orient, there were the following: Pacific Mail officers and employees: R. L. Goldsmith and Mrs. Goldsmith, cashiers at Kobe; H. P. Palmer of the Yokohama freight office; S. R. Shepherd, Yokohama freight manager; E. Thorp, cashier at Yokohama, and W. H. Davenport, general passenger agent at Hongkong. They are old P. M. employees.

For Honolulu the China brought two first cabin, three second cabin and forty-eight stowage passengers, and for the Far East had 129 first cabin, thirty-one second cabin and 250 stowage passengers. Cargo was four tons for Honolulu and 870 tons through, which was rather small. She took twenty-five tons from Honolulu. Mail for Honolulu was 569 sacks. Outgoing the China took three first cabin, two second cabin and forty-eight stowage passengers. She was the fourteenth arrival in the month, which promises to be much better than last month, when only thirty-eight vessels arrived.

The separate seventh annual accounts of Mrs. Virginia R. Isenberg and E. G. Dusenberg, guardians of Rudolf Alexander Isenberg and Alexander Heckfeld Isenberg, minors, were reported in the circuit court yesterday as correct, after examination by Job Batchelder, master.

The master shows, in the case of Rudolf Alexander Isenberg, that the guardians received \$39,924.08 and disbursed \$20,717.03, leaving a balance of \$19,207.05, and in the case of Alexander Heckfeld Isenberg, receipts of \$38,499.84 and disbursements of \$19,978.19, leaving a balance of \$18,521.65 in the hands of the guardians.

The commissions of the guardians in the first case amounted to \$1421.68, and in the second to \$1418, a total of \$2840.36.

CHINA MAIL BUYS OLD PACIFIC MAIL NILE IN HONGKONG

China Brings News of Deal: Austrian Vessels Unsuitable Because Too Small

Purchase by the China Mail Steamship company, owner of the steamer China, of the old Pacific Mail steamer Nile became known when the China arrived from San Francisco yesterday morning. Price is not known. When the Nile will make her first voyage under the China Mail flag is indefinite, as Honolulu stockholders were advised at a luncheon aboard the vessel yesterday noon that she was being used by the British government as a hospital ship. England was paying \$30,000 a month for her. Former news despatches received here said that she had been released by the British from service as a transport.

It is considered certain that the vessel will go under the American flag, said C. K. Ai, one of those who were at the luncheon. The host was Yee Ling of Hongkong, director of the China Mail, who went to San Francisco in the last eastbound voyage.

At this luncheon it was stated that the Nile had been purchased by a buy of Chinese in Hongkong, but that an understanding had been reached which put her under the China Mail flag. Stockholders were advised that the Nile had made profits of \$300,000, her purchase price, and that one voyage showed \$110,000 profit.

Mr. Yee stated that the China Mail had been offered \$800,000 for the China. This is almost three times her cost less than a year ago. The China Mail certainly got a bargain in her.

Considering New Ship The also was discussed of a new vessel for the China Mail, but a great obstacle to this is that builders cannot promise delivery. Capital stock may be increased in preparation for building, however.

The Nile will run on the same route as the China.

Officers of the China, who knew of the purchase, said that they expected the Nile to load at Hongkong for San Francisco, not calling here on her first voyage. They said that, so far as they knew, she was at Hongkong. She is reported last as at Newport, England, July 2. Captain Powell was mentioned.

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HAWAIIAN TOURS BEING PROMOTED

Transportation Men and Tourist Agencies Fall Into Line With Midpacific Mecca

From scores of independent sources the promotion committee is receiving evidence of the growing popularity of Hawaii as a resort and promise of a big tourist season this coming fall and winter. Dozens of letters from tourist agencies, railroad and steamship company traffic and ticket agents have been received, indicating a heavy travel Hawaiiward.

Incidentally the magazines are reflecting the trend of public sentiment, for they are making arrangements for publishing stories and articles copiously illustrated dealing with island topics and subjects or devoted to teaching the gospel of Hawaii to the people of the mainland.

The National Geographical Magazine is to print an article soon by Mrs. Katherine M. Yates, and a number of the more important general publications are also planning to feature some phase of island life. The Volcano, naturally, is attracting a great deal of attention in both picture and print, and much space is to be given to it in the near future.

Fred J. Halton, mainland agent for the promotion committee, has made his report on the trip through the big Eastern centers, and it shows an enormous amount of work accomplished for the Territory. Railroad and steamship men, from the highest officials to the ticket agents of minor cities, have given him every possible assistance in the distribution of promotion literature.

The big tourist agencies, like Thomas Cook & Sons and Raymond & Whitecomb Tours, have shown a like desire to help all they can in bringing home to well-to-do persons of the mainland the advantages and beauties of these islands as a Mecca for sight seeing and health seeking jaunts.

PARK IN NUUANU MAY BE DECLINED

New Angle in Civic Federation's Gift of Liliuokalani Gardens Discovered

The city supervisors have discovered an angle to the proposed acquisition of Liliuokalani Gardens by the municipal city, of which they apparently were not aware until yesterday, and now at least two members, C. N. Arnold and F. M. Hatch, express serious doubt whether the park in Nuuanu valley should be taken over.

Their position is qualified by the provision advanced by J. M. McChesney speaking for the Civic Federation, who says that the city can have the park only on condition that it promise to spend practically \$9000 in permanent improvements in the five-acre tract within the next year.

Arnold and Hatch asserted last evening that this put the proposed gift to the municipality in an entirely new light. The fact of the matter is, as developed at last night's meeting, that the board was notified last March that a certain amount would have to be spent by the city if it took over the Liliuokalani gardens. This letter, however, until it was dug up and presented by Ben Hollinger, chairman of the parks committee.

The Civic Federation's offer of the acreage donation is in the hands of the parks committee at the present time. Arnold and Hatch said this new phase of the matter altered their opinion as to the acceptability of the donation. They did not think the board could guarantee to spend \$9000 within the year on the park; it might spend small amounts from time to time in the year on the park; it might spend a positive guarantee.

As stated, however, no action was taken, the question remaining in the park committee's hands.

GREAT NORTHERN MAN GETS PLACE OF WILEY

To fill the place left vacant by the resignation of C. W. Wiley as marine superintendent of the Great Northern Pacific Steamship Company, John B. Morris, chief engineer of the Great Northern, has been promoted, effective August 1. His headquarters will be at San Francisco, where Superintendent Wiley has maintained his office. Morris was chief engineer will be taken service by some one in the steamship's service. The change is a distinct promotion for Mr. Morris, well known in Honolulu.

Mr. Wiley has been appointed general manager of the Seattle Construction and Drydock Company, succeeding J. V. Peterson. The plant, recently sold to the Todd Shipyards Corporation of New York, has just been formally taken over. It will be operated, however, under the corporate designation of the Seattle Construction and Drydock Company. The new directors of the company are William H. Todd, president of the corporation; C. W. Wiley vice-president; H. F. Alexander of the Pacific Alaska Navigation Company, E. C. Ward of the Pacific Coast Steamship Company and W. H. Bogle of Seattle, a local attorney, counsel for the Alaska Steamship Company. Harry W. Kent continues as secretary and treasurer.

John Aiu Apo, Hawaiian, who was held at the police station for insanity, died in the court yard late yesterday afternoon, following an attack of epilepsy. A post mortem will be held over the body by Police Surgeon Ayer at noon today. The deceased was married and leaves a wife and children, residing at 1570 Kamehameha IV Road. Apo was taken to the police station Sunday. It was arranged for commitment to the insane asylum yesterday and had ever, under the corporation designation of the Seattle Construction and Drydock Company. The new directors of the company are William H. Todd, president of the corporation; C. W. Wiley vice-president; H. F. Alexander of the Pacific Alaska Navigation Company, E. C. Ward of the Pacific Coast Steamship Company and W. H. Bogle of Seattle, a local attorney, counsel for the Alaska Steamship Company. Harry W. Kent continues as secretary and treasurer.

A MASTER REMEDY Chamberlain's Colic, Cholera and Diarrhoea Remedy is master over colic, cholera, dysentery, and all intestinal pains. One dose relieves, a second cures. It is surely necessary to effect cures. It is available at all dealers. Beware of cheap imitations. Chamberlain, Small, Co., Ltd., Agents for Hawaii.

AD CLUB COMMITTEE OPPOSES LAINE BOND PLAN FOR HONOLULU

Declares in Report That Adequate Waterworks and Sewer System Are First Essential

The Ad club committee on roads will oppose the plan to issue bonds for the building of roads, at the hearing to be held by the supervisors tomorrow night. It will, however, support the proposal to issue bonds for the payment of water and sewer improvement.

This stand of the club was made apparent at a dinner given by the organization in the Alexander Young Hotel last night, at which the formal report of the committee on roads was read and discussed. The chairman of the committee, A. F. Clark, asked the club to endorse the report and instruct the committee on the attitude to be adopted at tomorrow night's meeting. After some debate it was decided to instruct the committee "to use its own best judgment."

The members of the committee, F. Q. Cannon, W. L. Emory and A. F. Clark, all signed the report.

"The members of the committee feel that the water and sewerage improvements have the first call," said Mr. Clark, "because if the roads are built first it will then become necessary to tear them up again when the time comes to put in the sewer and water pipes."

The plan as outlined in the report of the committee is to have the club appoint a strong committee with power to take up with the next legislature the question of increasing the allotment of taxes from three-quarters of one per cent, as at present, to one per cent. This increase, it was aimed, would provide funds for the work of constructing roads.

Emphasis was laid upon the fact that of the taxes now collected the city of Honolulu is allotted but three-quarters of one per cent. The report submitted by the committee follows in part:

"After going very carefully into the question of the proposed bond issue for public improvements, within Honolulu city and county, and examining the several reports on the subject, your committee is of the opinion that no bonds should be issued by the city, other than for the water and sewer improvement of the waterworks and sewer system of the city.

Legislative Committee Urged "As to the question of permanent funds for the city and the county, your committee would recommend that this Ad club appoint a strong committee to take up with the next legislature, which meets in February, the question of allotting to the city and county a greater share of the taxes collected within the city and county, than is being allotted at the present time. The amount of money derived from increase should be devoted to the construction of permanent roads only. Under the present allotment of taxes the city and county gets but two-thirds of one per cent of all taxes collected on real and personal property within its limits. If the allotment can be increased to one per cent of the tax value, there will be no need for a bond issue for roads."

Mass of Figures Submitted In connection with the report the committee submitted a mass of figures to back up its contention. It showed that the total requirements are \$917,000,000, and that the present bonded debt on the sewer and water systems is \$1,494,911.23. Taking the estimates of the city engineer as a basis the present figures show that the cost of the roads proposed would be in the neighborhood of \$95,500, and that the total of the estimated requirements of the city for permanent road construction under the proposed bond issue would be \$1,590,500.

In conclusion the report showed that under the plan the supervisors are permitted to issue bonds up to two and one-half per cent of the assessed valuation of real and personal property, but are limited to one-half of one per cent of this sum in any one year. Under the present valuation the total amount the city is entitled to issue is \$1,525,500 a year.